

Planning Area I

Overview and Contents

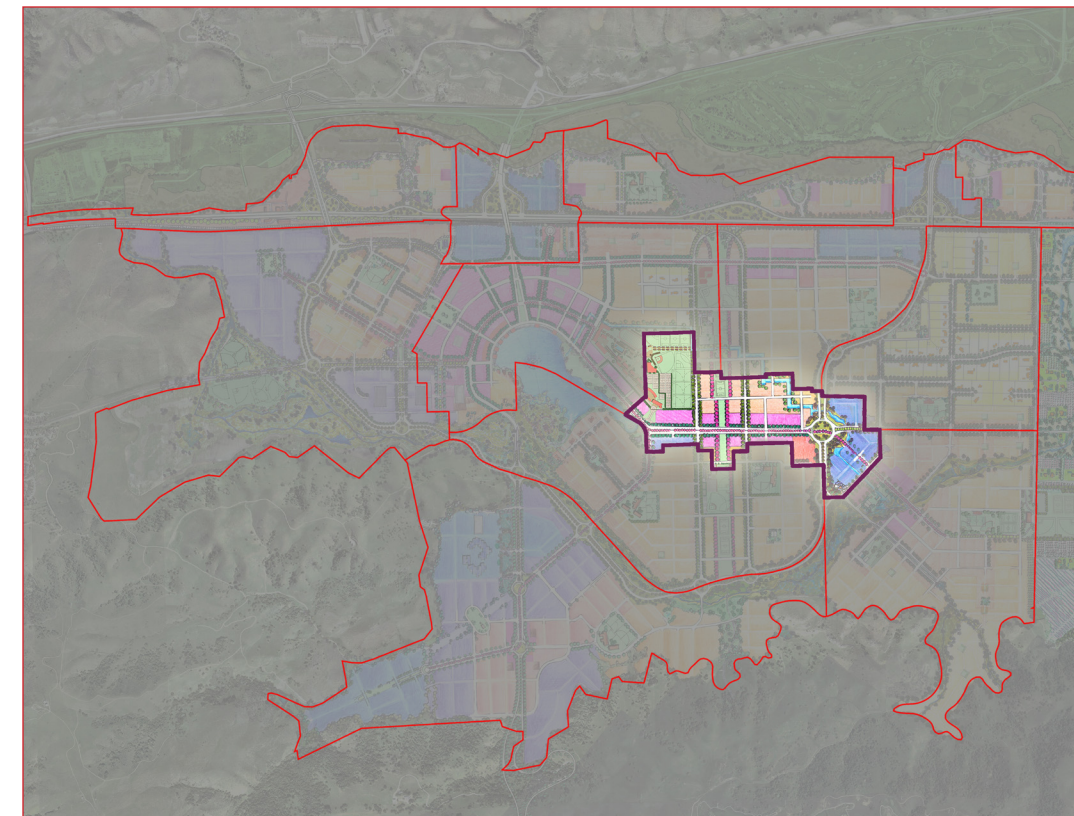
Notes

The character of Planning Area I, in contrast to the character of Planning Area A, the Coyote Core, could be described as Park Avenue versus Fifth Avenue in Manhattan, or Montgomery Street versus Union Square in San Francisco. It is ultimately expected that this area will be most popular with banks, investment bankers, attorneys, financial, and real estate professionals as well as health care services.

This Planning Area provides a transition from the urban intensity of the Coyote Core around the Lake to the more relaxed mixed-use and residential areas in Planning Areas L and K.

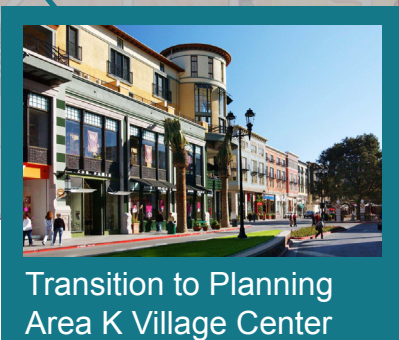
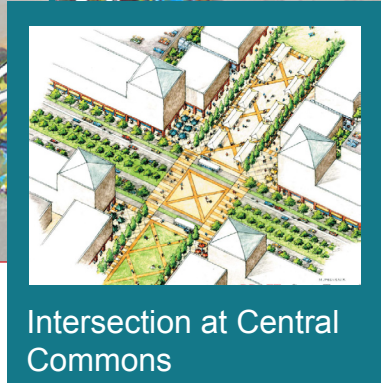
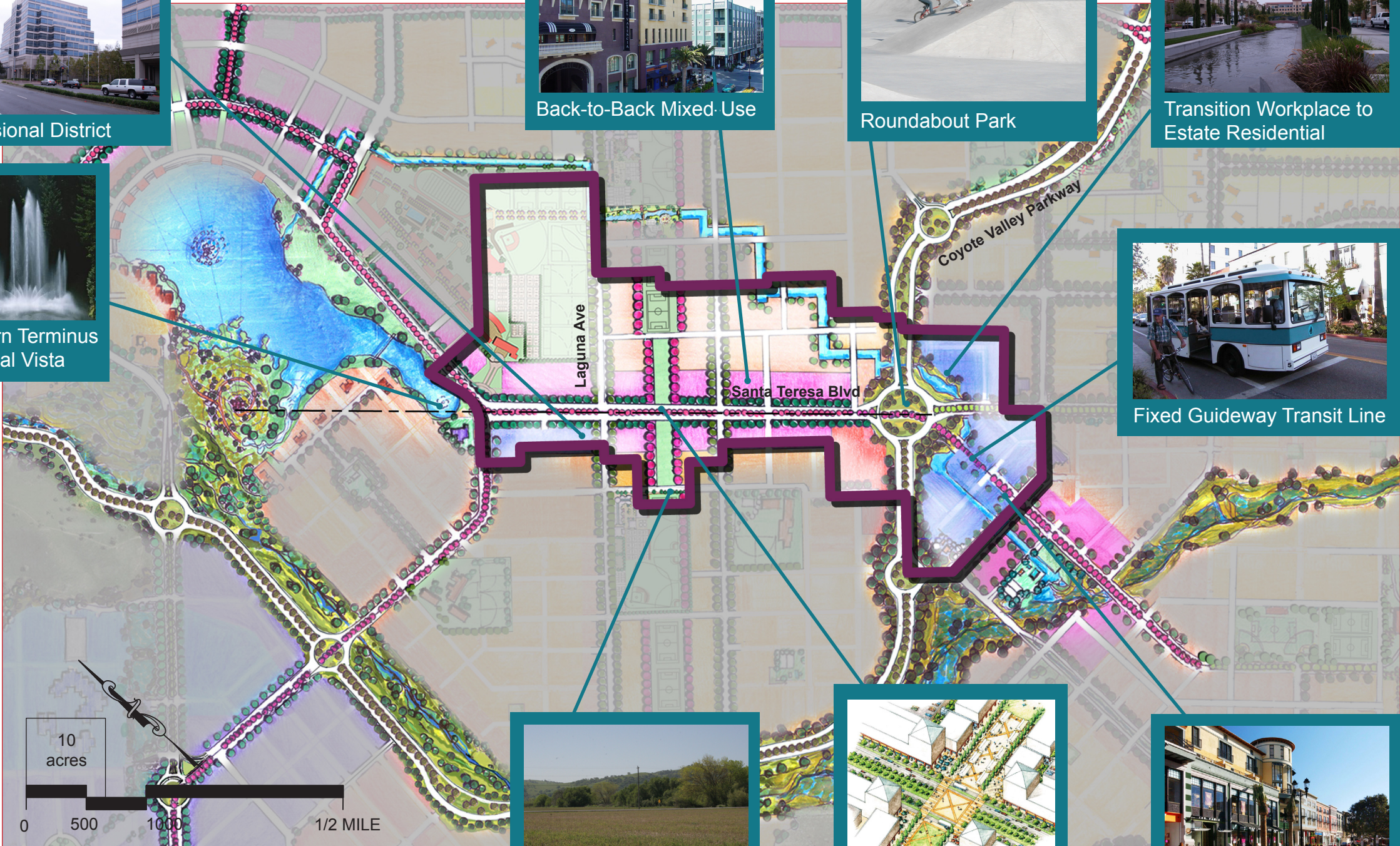
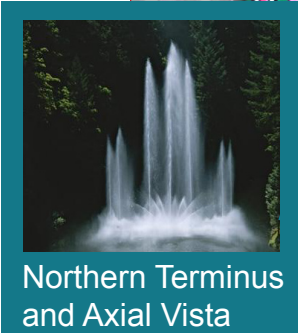
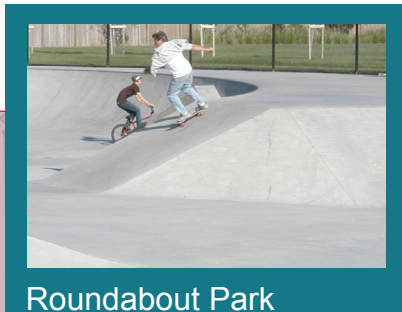
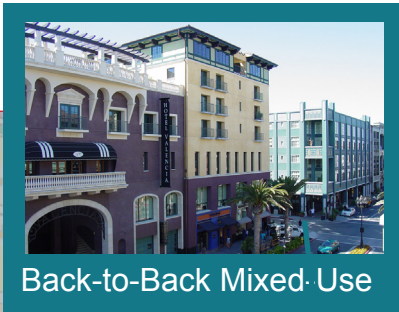
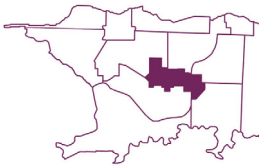
Overall Development Program	
Expected Industry Driving jobs	7,500
Required Minimum Workspace for Industry Driving Jobs.....	2,200,000 sq.ft.
Required Minimum Residential Units	1,300
Required Minimum Ground Floor Retail and Commercial Space.....	340,000 sq.ft.

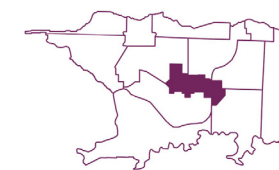
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Planning Area I

Urban Design Overview





Planning Area I

Urban Design Overview

Notes

A Linear Single Street Professional District

This linear 2/3-mile long single street district links the vital and dynamic urban core of the Coyote Core area with CVSP’s more relaxed mixed-use neighborhoods to the southeast. It is lined with minimum four-story professional offices and residential lofts over ground floor commercial. It becomes a grand boulevard with a landscaped and pedestrian accessible and useable linear park median that flares from 30 feet wide in the south to 70 feet wide in the north

Northern Terminus and Axial Vista

The northwestern end of this Planning Area terminates with and focuses on the southern tip of the Lake, backed by the top of Spreckels Hill. Here a fountain or other elevated water feature can provide an aesthetic terminus as well as aiding in the aeration of the Lake. Here too is the second entrance to the Coyote Valley High School campus. Finally, CVSP encourages taking advantage of long Lake views with a mid-rise or high-rise office or mixed-use tower on the southern corner of this three-way intersection.

Intersection at Central Commons

Bisecting this grand boulevard is a pedestrian plaza that links Coyote Valley’s Central Commons, the cross-valley park. Anchoring the four corners of this intersection are taller landmark buildings that enjoy both Santa Teresa Boulevard and Central Commons frontage.

Roundabout Park

At the southern terminus of this grand boulevard, Santa Teresa Boulevard, the fixed guideway transit line, Coyote Valley Parkway, and the Urban Canal all converge and intersect at a large, roundabout encircled, park. This urban park, similar in size to San Jose’s Plaza de Caesar Chavez (400-foot, inside diameter, encircling 2.88-acres) and accessibility across the roundabout, may include an array of uses ranging from informal troubadours entertaining noon time lunch crowds, hotdog stands, a skateboard park and water wading in an interactive water feature.

Beginning at the northern corner of this roundabout a mid-rise residential complex adds urban verticality while it overlooks the open space created by the roundabout park and, at ground level, engages the Urban Canal into its landscaped grounds.

The western corner of this roundabout contains a grocery anchored neighborhood retail center. Here a double entry grocery can present an urban/pedestrian face toward the roundabout while a surface parking field behind provides grocery loading convenience for patrons not using the store’s delivery service.

Both the eastern and southern corners of this roundabout intersection are planned as significant corporate workplace sites, together employing some 3,200 workers. These sites rapidly transition to a more relaxed mix of uses as they extend east into the existing Scheller Avenue transitional estate neighborhood, and south toward the mixed-use Palm Canyon neighborhood center.

Fixed Guideway Ttransit Line

At the southern end of the Lake CVSP’s fixed guideway transit line splits; heading west to Bailey Avenue and southeast along Santa Teresa Boulevard. It stops at this split, at the Central Commons pedestrian crossing plaza, and just before the roundabout park at Coyote Valley Parkway. It turns south through the roundabout park and stops in the western quadrant 500 feet away. This stop is within ¼ mile of 3,200 jobs. Indeed, all of the 7,500 jobs within this Planning Area I enjoy CVSP’s most direct and obvious transit access.

Back-to-Back Mixed-Use

Santa Teresa Boulevard is a shallow linear mixed-use strip, immediately transitioning to residential within half a block. This creates an opportunity for a “back-to-back” transition separated by structured parking serving both uses and sharing a single ramp, so long as residential parking is secured.

Transition Workplace to Estate Residential

The eastern quadrant of the intersection bounded by Coyote Valley Parkway and Santa Teresa Boulevard is slated for a higher density workplace (1,160+ jobs), and back-to-back bordered by residential that rapidly transitions to scale and density compatible with the adjacent existing estate neighborhood.

Transition to Planning Area K Village Center

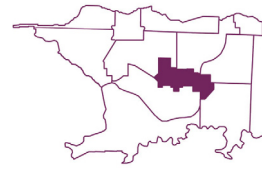
The southern quadrant of the intersection bounded by Coyote Valley Parkway and Santa Teresa Boulevard is slated for a higher density workplace (2,030+ jobs). It transitions across a four-lane street to high-density residential and mixed-use in Planning Area K’s village center.

Incorporation of Trees Along Old Fisher Creek

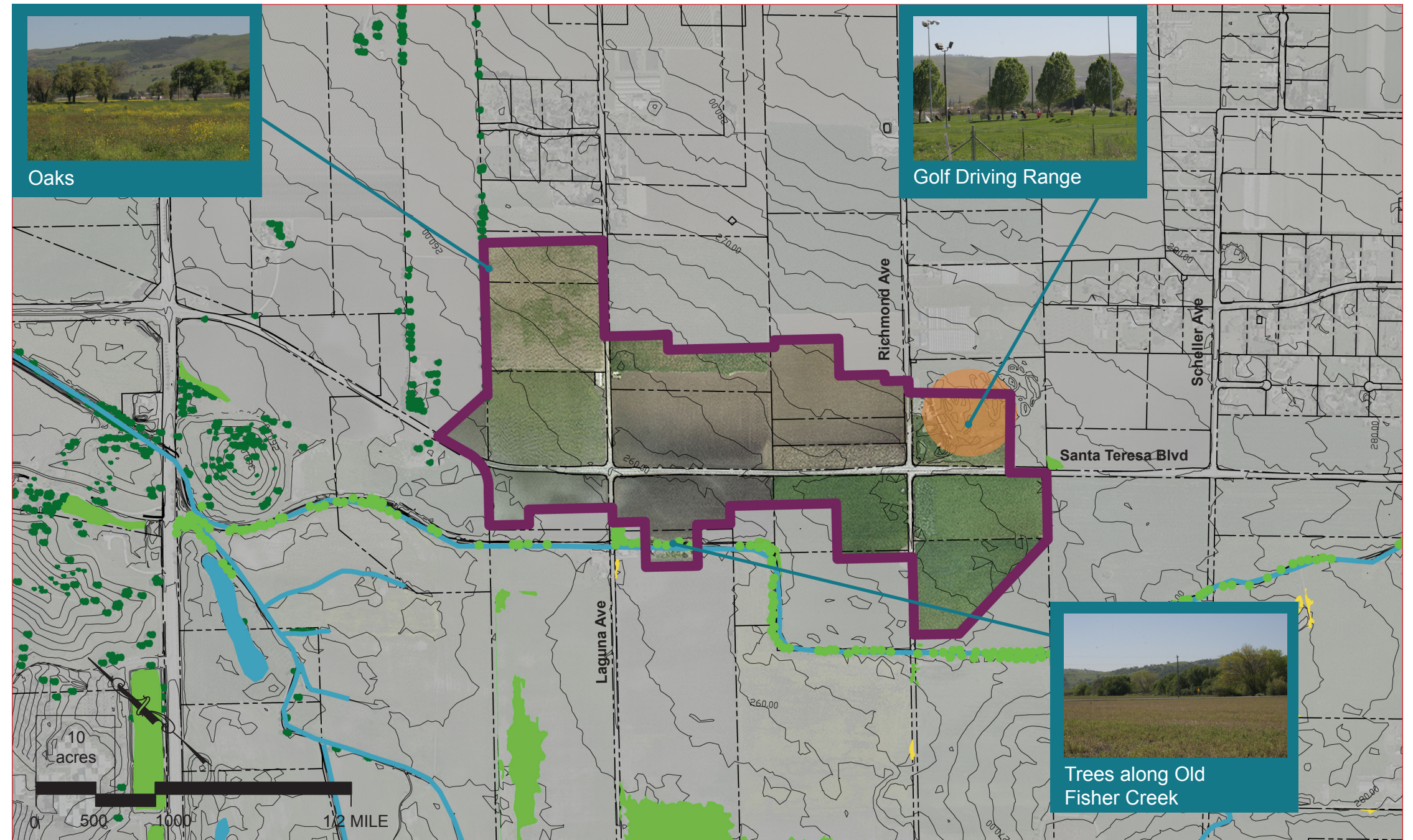
Along the existing Fisher Creek channel are a number of mature trees that can be retained along a new roadway alignment +/-500 feet southwest of Santa Teresa Boulevard.

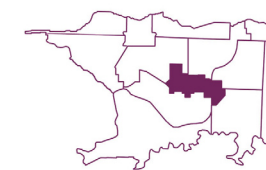
Planning Area I

Response to Existing
Environmental Footprint



Notes





Planning Area I

Response to Existing Environmental Footprint

Notes

Trees along Existing Fisher Creek

A portion of the western edge of Planning Area I is traversed by the existing channelized Fisher Creek. The current location of Fisher Creek was created in the early 1900’s to accommodate agricultural activities by providing greater agricultural drainage. Numerous trees and vegetation can be found along the edges of the existing channelized Fisher Creek.

Objective O-1

Retain mature vegetation to the extent possible.

Policy P-1

Require existing trees along Fisher Creek to be retained in place to reinforce the history of Coyote Valley.

Policy P-2

If existing trees along Fisher Creek cannot be saved in place, encourage the relocation of the trees into the new realigned Fisher Creek riparian corridor.

Policy P-3

Where existing trees are retained in their original location, encourage the incorporation of new trees of the same species.

Depiction D-1

Aerial survey, plus on-site evaluation of existing trees.

Oaks

The age, stature, landmark and environmental quality of large single oaks and rows of oak are an important part of the character of Coyote Valley as they are for much of Northern California.

Objective O-1

Protect the historic significance of mature oak trees.

Policy P-1

Require existing mature oak specimens to be included in the landscape of urban development.

Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Policy P-3

Encourage the design and layout of the high school to retain the existing rows of Oaks.

Depiction D-1

Location of individual oaks and oaks along property lines within Planning Area I by analysis of aerial photos and preliminary site visit.

Golf Driving Range

A golf driving range exists on the easterly quadrant of Richmond Avenue and Santa Teresa Boulevard. This use can remain as an interim use.

Objective O-1

Allow existing land uses to remain until such time as urban development occurs.

Policy P-1

Encourage driving range to remain as an interim use.

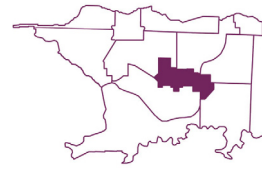
Depiction D-1

Aerial survey of property.

POLICIES

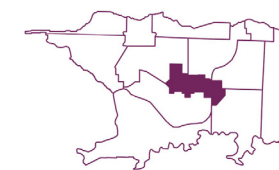
Planning Area I

Public Realm
Community Facilities



Notes





Planning Area I

Public Realm Community Facilities

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit backbone infrastructure within Planning Area I.

Coyote Valley High School Campus

Coyote Valley's 60-acre high school campus is located partially in Planning Areas A and I. This site supports a uniquely important public land use component in the CVSP. It will have an important civic prominence and its deliberate proximity to CVSP's Coyote Core. This location assures that the two high schools that share this site are a recognized part of Coyote Valley citizen's everyday life. The intersection where Santa Teresa Boulevard turns northerly toward the Coyote Core, there will be one of the high schools major entries and identity points.

Middle School

The CVSP educational component will include numerous schools to meet the needs of families in Coyote Valley. Within Planning Area I, a portion of one of Coyote Valley's two middle schools will be located within the Central Commons westerly of Santa Teresa Boulevard. This 15-acre campus will serve the needs of half of the seventh and eighth graders for the community. The Central Commons is planned as a green connection between the east and west sides of the Valley. Therefore, it will be necessary that all buildings on the middle school campus be prohibited from being located within the 300-foot open space element of the Central Commons. The middle school will include joint-use of its playfields for public park uses during non-school hours. The middle school fields will be sized to provide for two Little League fields and one Babe Ruth League field. Since these fields will be used for league play, night lighting will be provided for the middle school fields.

Central Commons

The Central Commons is a major defining element for Planning Area I. The Central Commons will include a portion of the adult soccer fields on the eastern edge of the area. The Central Commons will narrow from 300 feet in width to 100 feet for approximately 500 feet on either side of Santa Teresa Boulevard. Where the Central Commons intersects with Santa Teresa Boulevard, the crossing will create a major urban plaza surrounded by six-story mixed-use structures. This urban plaza will continue into the Central Commons on either side of Santa Teresa Boulevard to the outer edges of the adjacent mixed-use areas.

Central Commons – Soccer Fields

A portion of the adult soccer fields to be developed in the Central Commons are located in Planning Area I and will be night lit to provide for greater usage by the community.

Urban Canal

The Urban Canal is a shallow linear channel with both hard and soft edges within Planning Area I as described in Section 9.1.3. It will have a minimum structural width of 40 feet and maximum right-of-way width of 100 feet. This segment of the Urban Canal contains the high point near Coyote Valley Parkway from which water will flow in both directions, northerly to the Lake and southerly toward Fisher Creek. North of the high point, water from the Lake will be pumped and released to circulate and aerate lake water. South of the high point, water will be pumped and released so that there will be a year-round flow into a pool feature at Fisher Creek where it will be re-circulated back to the Lake. This segment will be a much shorter channel, consisting of both hard and soft canals that will be constructed at minimal slopes. The water from the Urban Canal will not flow into Fisher Creek except during storm conditions.

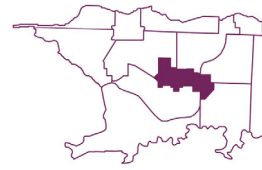
Skate Park

A one-half acre skate park will be located within the 2.88 acre roundabout located at the intersection of Santa Teresa Boulevard and Coyote Valley Parkway. The skate park will include restrooms, drinking fountains and fencing.

Water Supply Wells and Pump Stations

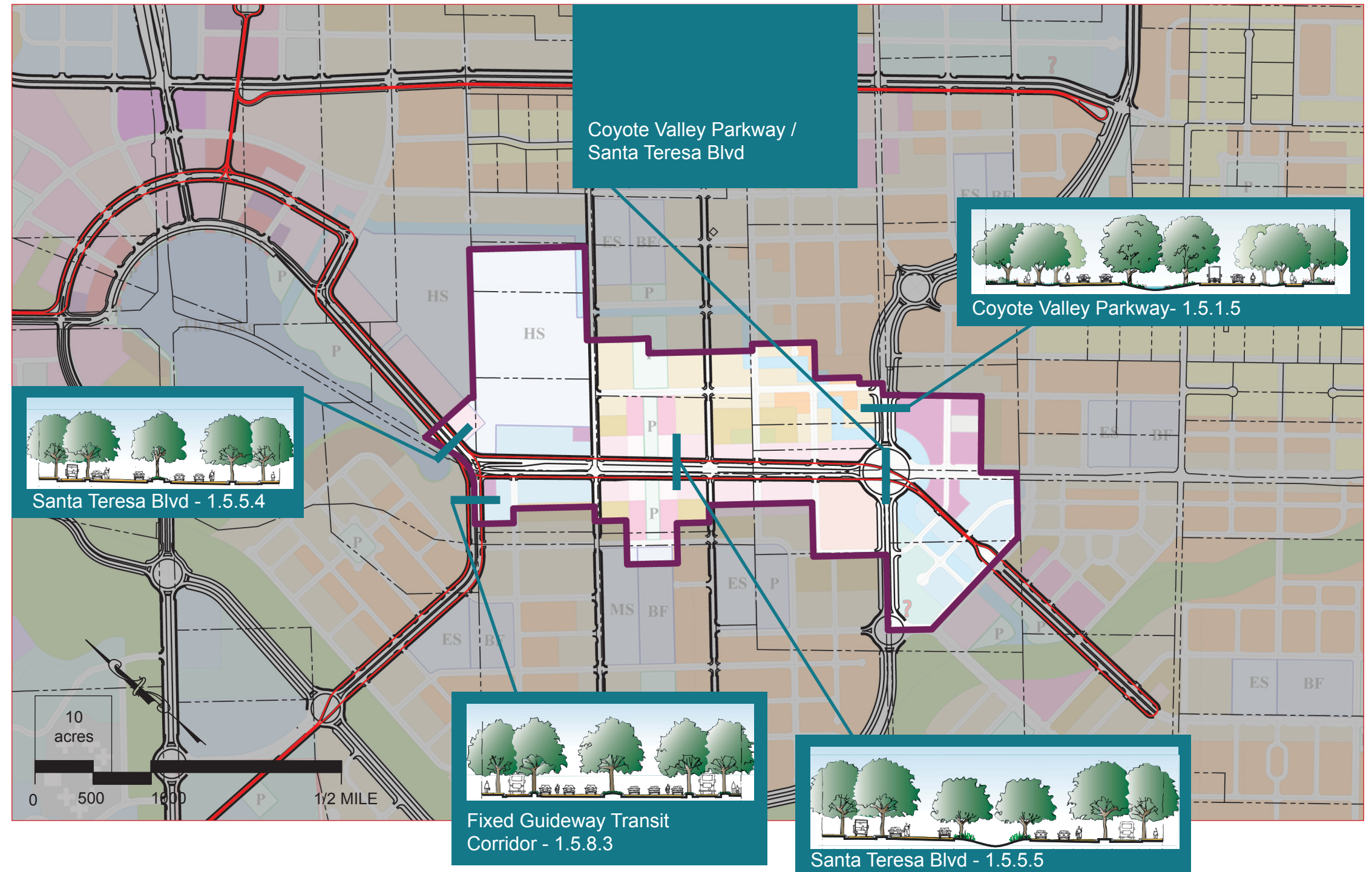
Potable water wells and pump stations to supply the southwestern pressure zone will be located in Planning Area I. As discussed in Section 9.1.1, three wells with adjoining pump stations will probably be required. The wells and pump stations will likely be located near Santa Teresa Boulevard, subject to further groundwater analysis and potentially test wells.

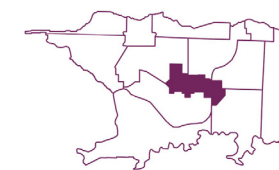
Planning Area I



Notes

Public Realm
Roads and Transit





Planning Area I

Public Realm Roads and Transit

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit backbone infrastructure within Planning Area I.

Santa Teresa Boulevard

Santa Teresa Boulevard will enter Planning Area I from the Coyote Core about five hundred feet north of the point where the street turns and heads in a southeasterly direction to Coyote Valley Parkway. Santa Teresa Boulevard will be four-lanes with parking and bike lanes on each side. The median will change from 14 feet in width along the Lake to a median that varies in width from 65 feet nearest the Lake to 30 feet as it enters the roundabout at Coyote Valley Parkway. Santa Teresa Boulevard will include fixed guideway transit on each side to the roundabout at Coyote Valley Parkway (see typical section 1.5.5.5), where the guideway will turn and head southerly. As Santa Teresa Boulevard heads southerly of the roundabout, it will remain as a four-lane road with parking and bike lanes without the fixed guideway transit (see typical section 1.5.5.6.)

The northerly terminus of Santa Teresa Boulevard, prior to turning toward the Coyote Core, will be the southern reach of the Lake. At this point, a major fountain feature will terminate the view north, with Spreckels Hill in the background.

Coyote Valley Parkway / Santa Teresa Boulevard Roundabout

One of the major infrastructure features within Planning Area I will be the roundabout where Coyote Valley Parkway intersects Santa Teresa Boulevard. As described in Section 7.5.4, this intersection takes place with a 400-foot diameter (200-foot radius) roundabout encircling a 2.88-acre park that doubles as a storm water quality bio-filtration basin. The roundabout is also traversed by the fixed guideway transit, which transitions from a side-running configuration to the north on Santa Teresa Boulevard to a dedicated alignment leading into the dense workplace center in the southerly quadrant of Santa Teresa Boulevard and Coyote Valley Parkway.

Fixed Guideway Transit Corridor

At the roundabout of Santa Teresa Boulevard and Coyote Valley Parkway, the transit line will veer to the south and go through the major workplace center in the southern quadrant of this intersection. From this point, the transit line will be independent of roads for approximately five hundred feet before it rejoins the street leading into the mixed-use area of Planning Area K.

Central Commons Perimeter Streets

Planning Area I contains sections of both the northern and southern two-lane Central Commons Perimeter Streets. These streets provide vehicular, pedestrian and bike

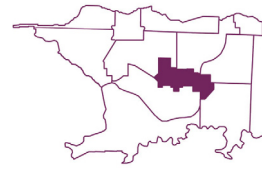
routes between the east and west sides of the Valley. The northern Perimeter Street will include bike lanes in each direction since it provides direct access to all of the schools within the Central Commons. Bike lanes are not proposed on the southern Perimeter Street. Parking is also provided on both sides of these streets (see typical section 1.5.7.1.)

Coyote Valley Parkway

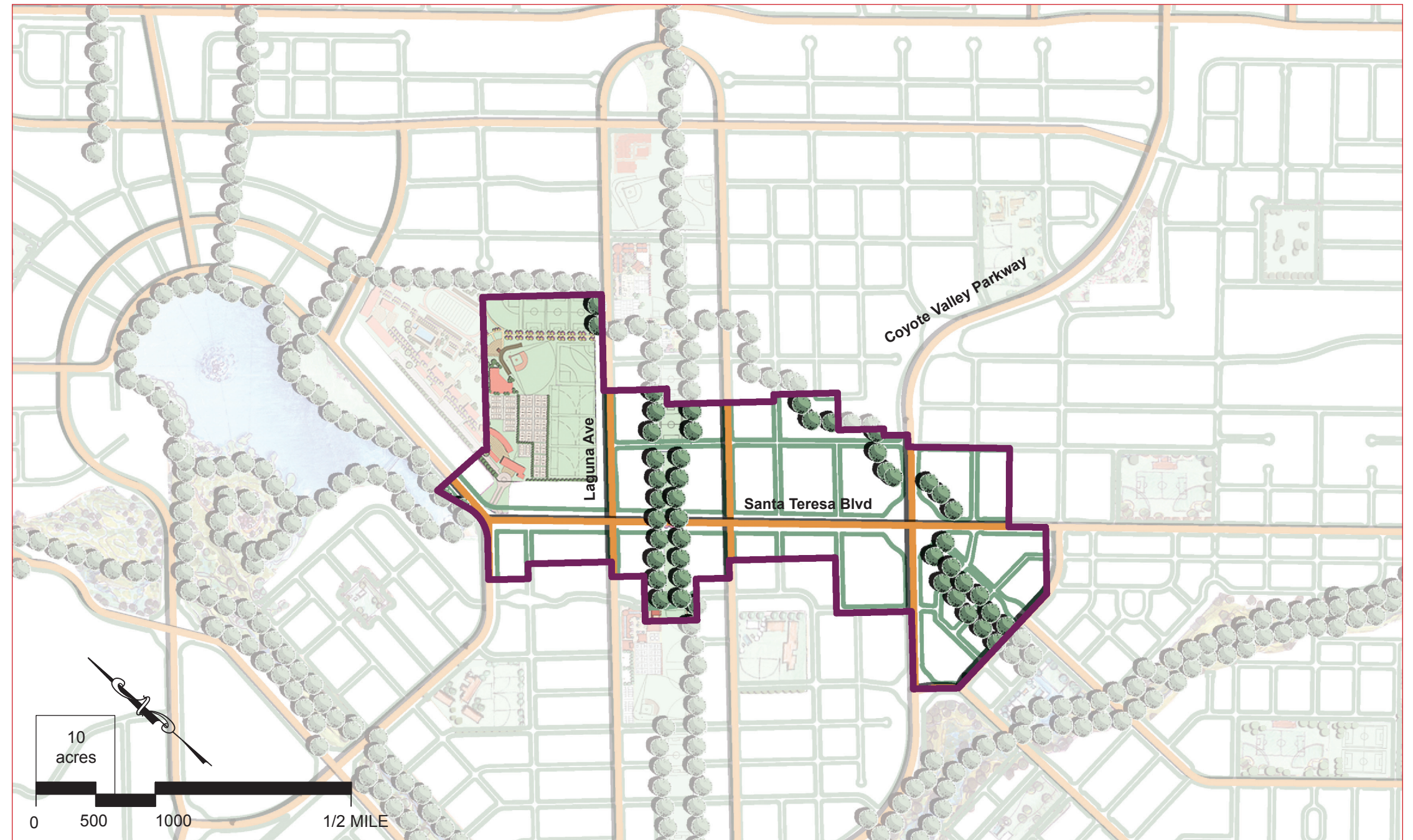
Coyote Valley Parkway will extend through this Planning Area at the Santa Teresa Boulevard/Coyote Valley Boulevard roundabout in a east west direction. It will be a four-lane roadway with bike lanes and sidewalks on each side. The Parkway will have large landscaped buffers along each side. The Parkway will include a minimum 40-foot center median providing biofiltration functions. No parking will be allowed on the Parkway (see typical section 1.5.1.5.)

Planning Area I

Non-Vehicular Circulation



Notes





Planning Area I

Non-Vehicular Circulation

Notes

Legend



In-Valley Multi-Use Trail



Sidewalks



Street with Striped Bike Lanes



Proposed Multi-Use Open Space Trail



Existing Open Space Trail

The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

Multi-Use Trails

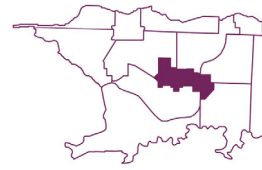
The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestrians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity throughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

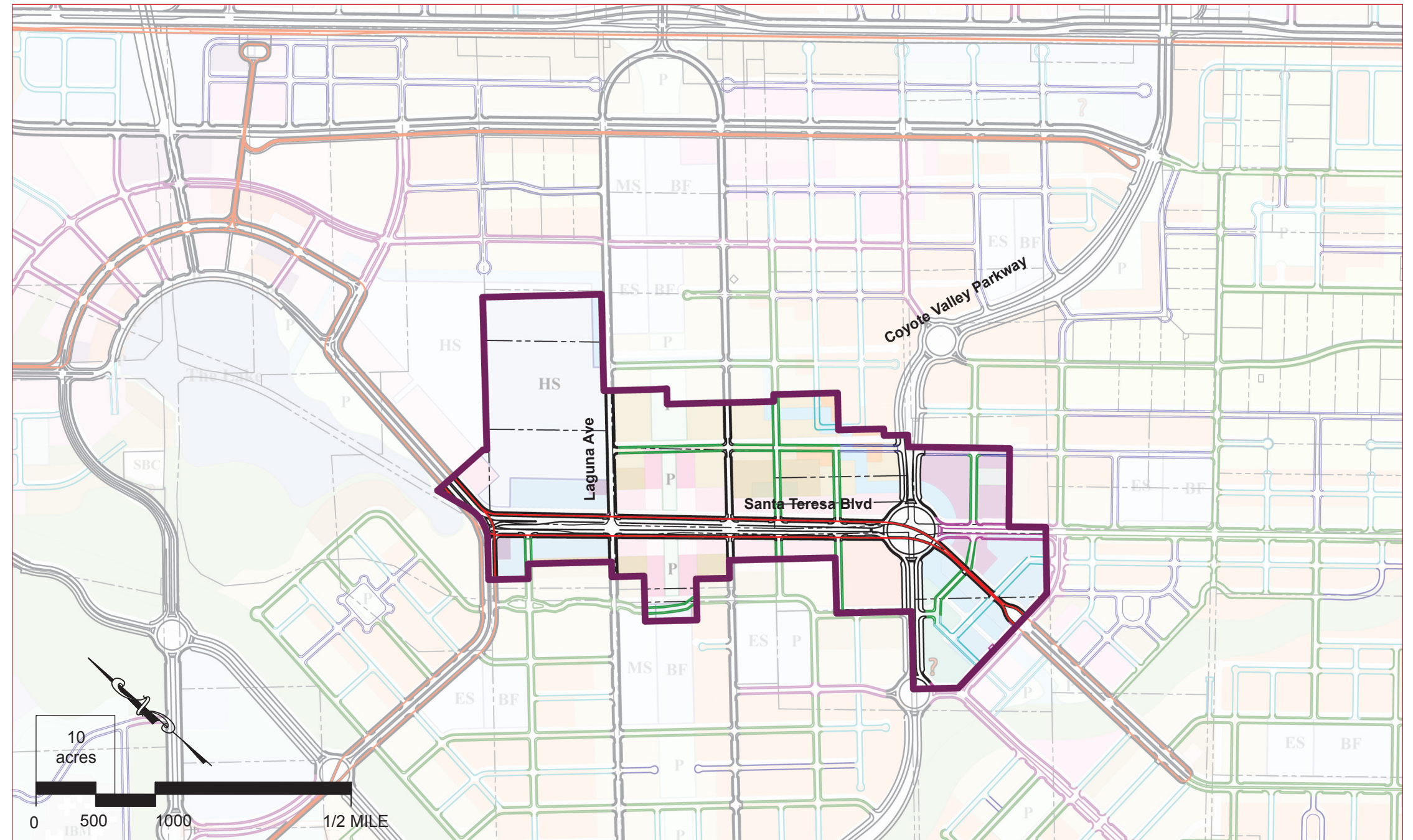
For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

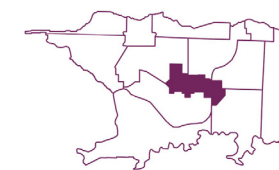
Planning Area I



Notes

Private Realm
Connections





Planning Area I

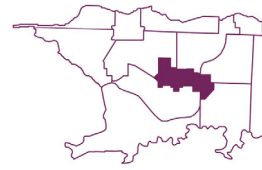
Private Realm Connections

Notes

Legend

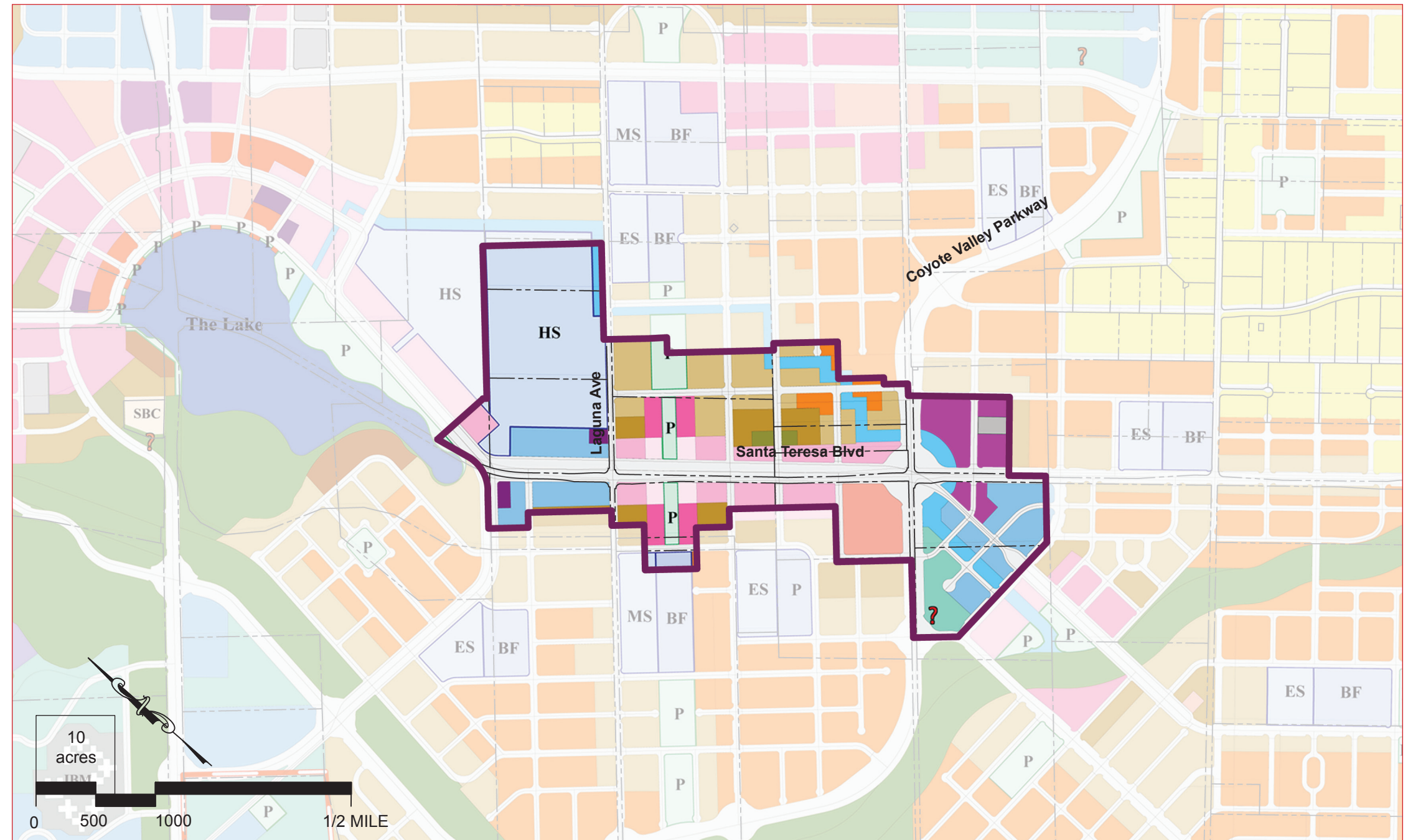
- Public Infrastructure Street Network**
These streets create the underlying Infrastructure Road Network for Coyote Valley.
- Transit**
The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:
 - Single-side running fixed guideways;
 - Double-side running fixed guideways; and,
 - Transit stops
- Busy Urban Streets**
These streets are fixed in their locations. They are designed to:
 - Carry fairly high volumes of traffic;
 - Provide alternative routes through Coyote Valley;
 - Integrate with the urban pedestrian experience;
 - Provide primary neighborhood to neighborhood connections; and
 - Provide connections to and aligns on civic focal points and public facilities.
- Neighborhood Through Streets**
These streets are generally fixed in their locations, but may be modified. They are designed to:
 - Provide connectivity through neighborhoods and across Busy Urban Streets;
 - Carry local neighborhood traffic; and
 - Provides a through street network for in-Valley trips.
- Destinations, Connections and Principles**
These streets have fixed beginning, destination and property boundary points. They are designed to:
 - Provide routes serving neighborhood and community facilities and destinations.
- Block Principles and Patterns**
These streets are flexible in their locations. They are designed to:
 - Provide a neighborhood network of through streets;
 - Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

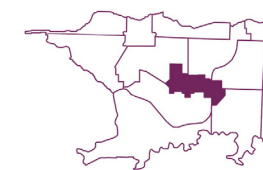
Planning Area I



Notes

Private Realm
Land Use





Planning Area I

Private Realm Land Use

Notes

Legend

Land Use Designation

Residential

- Low Density (5-10 DU/AC)
- Medium Density (10-20 DU/AC)
- Medium High Density (30-45 DU/AC)
- High Density (45-65 DU/AC)
- Mid-Rise (75-100 DU/AC)
- Hi-Rise (100+ DU/AC)

Commercial

- Neighborhood Commercial
- Core/Regional Commercial

Industrial/Workplace

- Research and Development (0.2 - 0.3 FAR)
- Support Industrial (0.2 - 0.3 FAR)
- Campus Industrial (0.3 - 0.4 FAR)
- Industrial Park/Office (1.0 -1.5 FAR)
- Professional/Administrative Office (1.75 - 9.0 FAR)
- Existing Workplace

Mixed-Use

- Live Work/Loft (MU1)
- Office over Commercial (MU2)
- Residential over Optional Office (MU3)
- Residential over Optional Commercial (MU4)
- Hi-Rise Residential over Office (MU5)

Open Space

- Open Space
- Coyote Valley Lake
- Urban Canal
- Coyote Creek Park Chain
- Ballfields (Shared Facility)
- Public Parks (>=1 acre)

Public

- Educational (Elementary, Middle, High School)
- District Parking
- Public Transit
- R.O.W.
- Public Quasi Public
- Fire Station Locations
- Gavilan Property
- Future Caltrain Station

This Planning Area is centered along Santa Teresa Boulevard from the Lake to south of Coyote Valley Parkway. Santa Teresa Boulevard will be a major urban street with a wide landscaped center median. Running along each side of this high-density mixed-use office over regional commercial corridor will be the fixed guideway transit. At both the northerly and southerly ends of this corridor will be four-story workplace centers utilizing a combination of on-site and off-site district structured parking. The majority of frontage on Santa Teresa Boulevard will be three-floors of office over commercial mixed-use. This area will support community services and offices that don't need to be in the Coyote Core, such as, financial institutions, real estate offices, medical services. The northerly quadrant of Santa Teresa Boulevard and Coyote Valley Parkway will be anchored with nine-story mid-rise residential structures taking advantage of the proximity of the Urban Canal and the roundabout park.

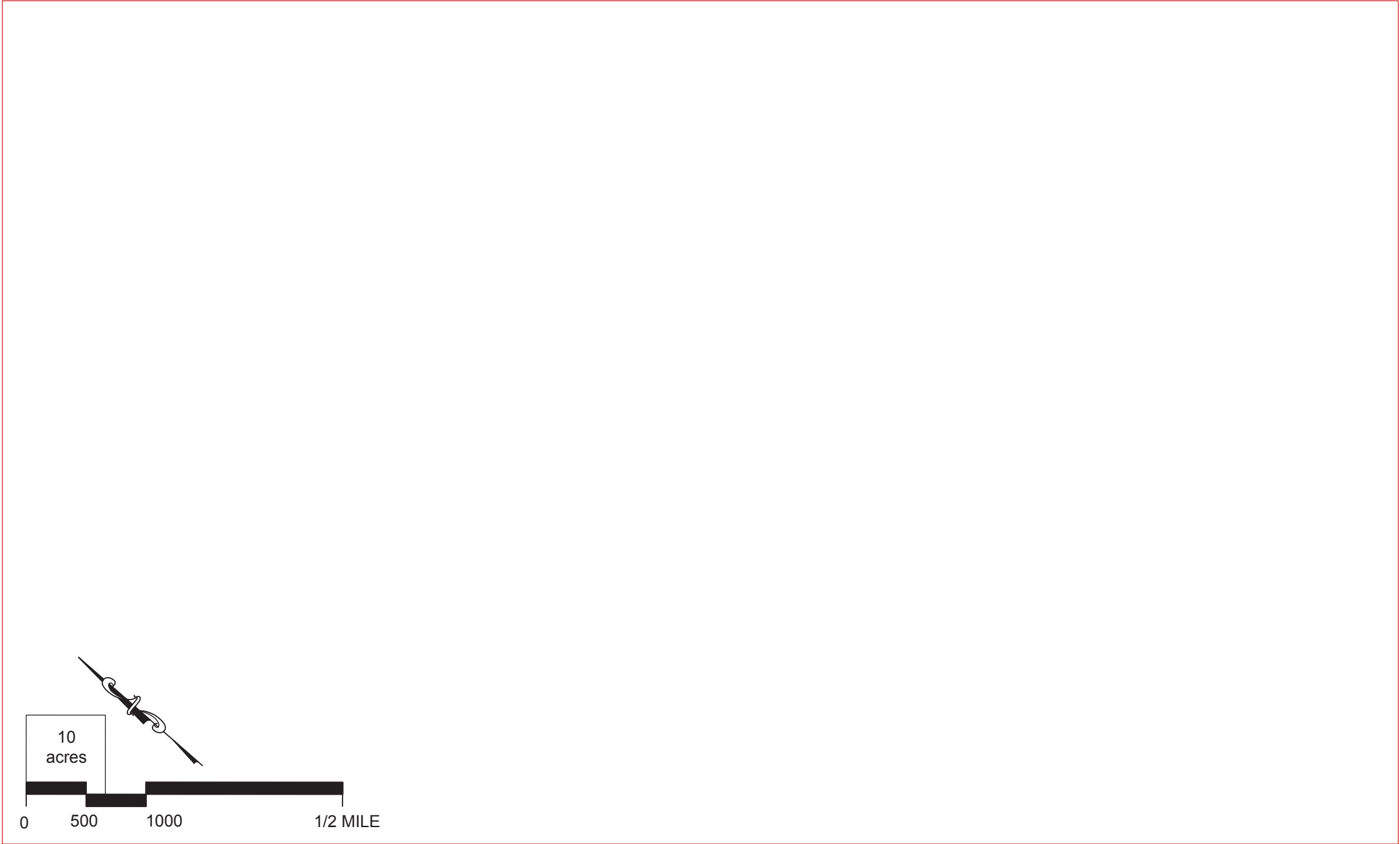
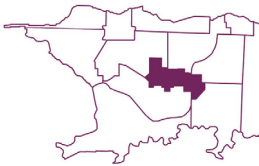
On either side of this mixed-use corridor will be four-story high-density residential over or wrapping structured parking. These residential uses could easily share parking structures with the adjacent mixed-use areas, with secured parking levels for residences. The easterly side of this mixed-use corridor will also include nine-story mid-rise residential towers. East and west of the high-density residential, densities will transition to medium-high density, three-floors of residential with surface parking and town homes.

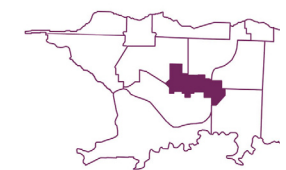
This urban corridor also will see high-rise mixed-use residential over offices. Here up to 18 floors of residential would be above four-floors of office with the parking for the residence in on-site structured parking and the office parking in a district parking structure. These towers are envisioned to create a northern gateway to this urban street being located near the Lake.

The Central Commons will cross Santa Teresa Boulevard at about the mid-point between the Lake and Coyote Valley Parkway. This crossing will create a major civic plaza that can be used for celebrations and festivals. Here mixed-use will front onto the Central Commons, creating an urban experience that will extend outward from Santa Teresa Boulevard. This crossing will be anchored on all corners with mixed-use six-story live/work lofts/town homes.

Planning Area I

Private Realm
Detailed Land Use





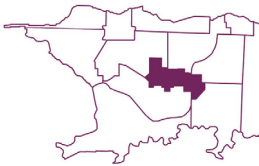
Planning Area I

**Private Realm
Detailed Land Use**

Notes

Planning Area I

Private Realm Residential Building Types



R-1
Multi-family
**Luxury 22-story high-rise
apartments or condominiums**
100 units per acre
Parking in building



R-2
Multi-family
**5-9-story mid-rise
apartments or condominiums**
75 units per acre
Parking in building



R-3
Multi-family
**4-story wood frame
apartments or condominiums**
45 units per acre
Parking below podium or wrapped within building



R-4
Multi-family
**3-story wood frame
apartments or condominiums**
30 units per acre
Surface parking with carports



R-5
Single-family
**3-story town homes or
town home style condominiums**
22 units per acre
Private garages



R-7
Single-family
**3-story single-family
detached cluster homes**
14 units per acre
Private garages



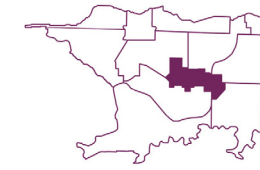
R-8
Single-family
**2-3-story detached
cluster or patio homes**
12 units per acre
Private garages



R-9
Single-family
2-story detached homes
10 units per acre
Private garages



R-6
Single-family
**2-story single-family edge
and transition detached estate homes**
5 units per acre
Private garages



Planning Area I

Private Realm Workplace Building Types

Notes



W-1
Corporate/Technology Office
4-story with all onsite surface parking (1 space per job)
285 square feet per job
FAR = 0.39



W-6
Downtown Professional Service Office
20-story with off-site district parking (0.6 space per job)
285 square feet per job FAR = 8.5



W-2
Corporate/Technology Office
7-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.4



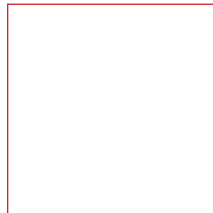
W-7
Downtown Professional Service Office
4-story with off-site district parking (0.6 space per job)
285 square feet per job
FAR = 1.75



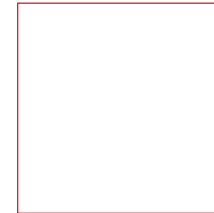
W-3
Corporate/Technology Office
2-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.39



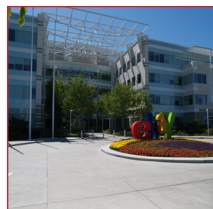
W-8
Downtown Professional Service Office
7-story off-site district parking (0.6 space per job)
285 square feet per job
FAR = 3



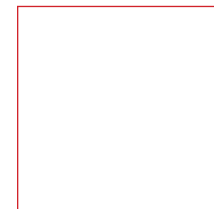
W-4
Research and Development Laboratory
1-story with all on-site surface parking (1 space per job)
285 square feet per job
FAR = 0.24



W-9
Light Industrial
1-story with all on-site surface parking (1 space per job)
500 square feet per job
FAR = 0.3

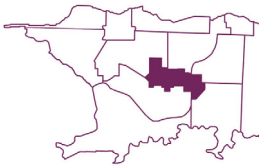


W-5
Corporate/Technology Office
4-story with 4-story on-site structured parking (0.66 space per job)
285 square feet per job
FAR = 1.04

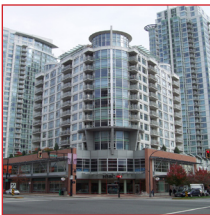


W-10
Manufacturing
1-story with all on-site surface parking (0.6 space per job)
125 square feet per job
FAR = 0.2

Planning Area I
Private Realm
Mixed-Use Building Types



M-1
6-story live work loft/town home
500 square feet per job
District parking for jobs, on-site residential parking
FAR = 1.4



M-2
22-story high-rise
18 floors of residential over 4 floors of office
300 square feet per job
District parking for jobs, on-site structured parking for residential
FAR = 3.6



M-3
6-story live work loft/town home
500 square feet per job
Surface parking for jobs, residential parking in building
FAR = 1.75



M-4
4-story
3 floors office over regional commercial
300 square feet per job
All district parking
FAR = 1.73



M-5
4-story
3 floors office over local commercial
300 square feet per job
On-site surface parking and street parking
FAR = 0.4



M-6
4-story
3 floors residential over regional commercial
District parking for commercial, residential parking in building
FAR = 1.72



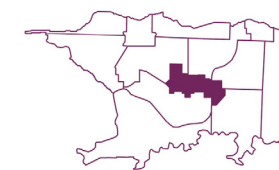
M-8
4-story
3 floors residential over optional office
1 job per 3 homes (approximately)
Street parking for office, residential parking in building
FAR = 1.38



M-9
3-story
2 floors residential over optional office
3 jobs per 5 homes
Street parking for office, residential parking in building
FAR = 1.02



M-7
4-story
3 floors residential over local commercial
Surface and street parking for commercial
Residential parking in building
FAR = 1.38



Planning Area I

Private Realm
Retail Building Types

Notes

Local Retail

LR-1
Supermarket

LR-2
Service Station

LR-3
Restaurant

LR-4
General Retail

LR-5
Personal Services

LR-6
Apparel

Regional Retail

LR-7
Cinema

RR-1
Restaurant

RR-2
General Retail

RR-3
Personal Services

RR-4
Apparel

RR-5
Cinema

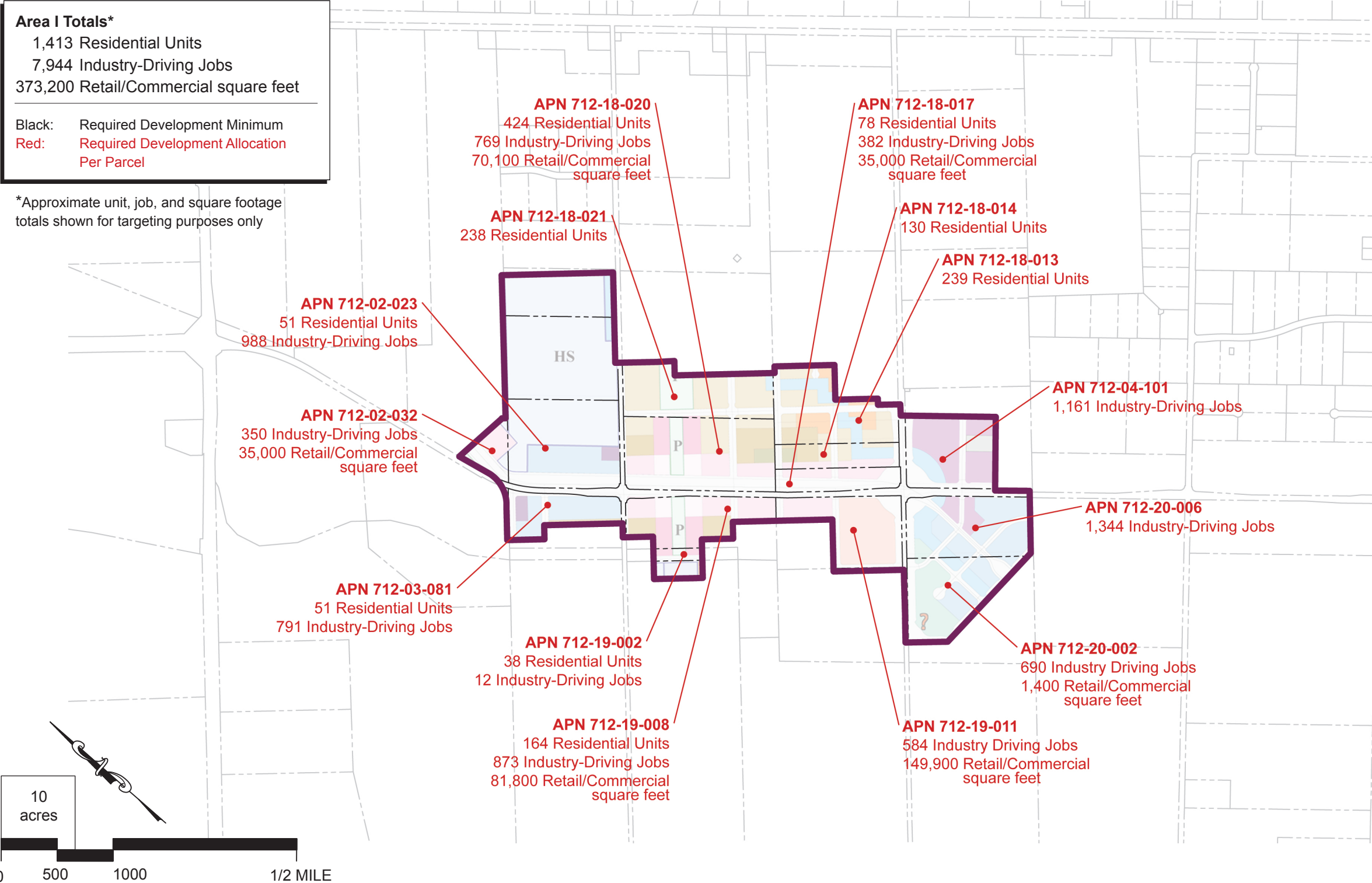
Planning Area I

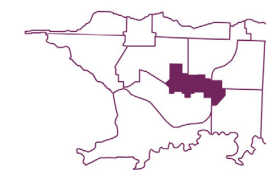
Private Land Use Minimum Development Target



Area I Totals*	
	1,413 Residential Units
	7,944 Industry-Driving Jobs
	373,200 Retail/Commercial square feet
Black:	Required Development Minimum
Red:	Required Development Allocation Per Parcel

*Approximate unit, job, and square footage totals shown for targeting purposes only





Planning Area I

Private Land Use Minimum Development Target

Notes

Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

Flexibility

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

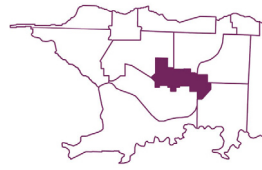
Minimum Development Target for Planning Area I

At less than 200 acres, Planning Area I is one of the smallest of the planning areas. However, it forms the largest mixed-use center outside of the urban Coyote Core and yields high populations of residential units and industry-driving jobs, as well as a substantial retail and commercial component. Reaching these minimum totals is made possible through the use of high-density, mixed-use development types that combine uses vertically, one on top of the other, and make efficient use of land. Iconic, mixed-use buildings should climb slightly above the surrounding mixed-use development to mark the high-profile intersection of Santa Teresa Boulevard and the Central Commons, the centerpiece of this Planning Area. High-rise mixed-use towers blending residential above office should be placed where Santa Teresa Boulevard curves around the lake to mark the entry point to this dynamic neighborhood and multi-way boulevard district.

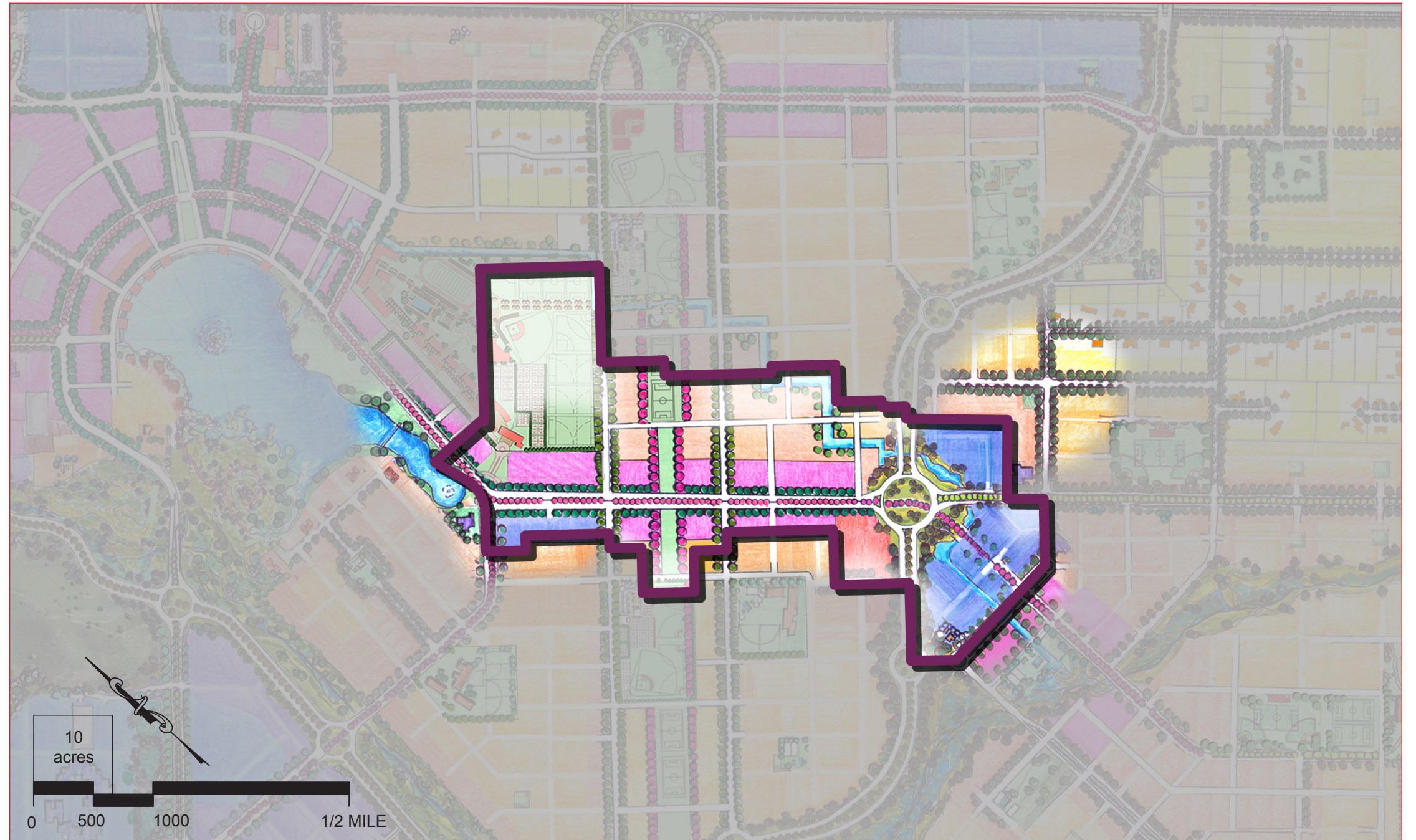
The southern portion of Planning Area I is home to a substantial workplace component that maintains nearly 8,000 industry-driving jobs. These should be housed in a variety of building types that can accommodate corporate, technology, and professional jobs. This workplace concentration serves as an important buffer between the busy intersection of Coyote Valley Parkway and Santa Teresa Boulevard and the Valley's lowest-density neighborhoods found in Planning Areas K and L. More importantly, it targets a core of jobs into a fifth major job center, deliberately deploying this use into one of several pockets throughout the Valley.

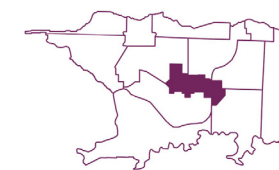
Planning Area I

Urban Form



Notes





Planning Area I

Urban Form

Notes

The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area I, the Santa Teresa Boulevard Mixed-Use District.

Land Use

Policy P-1
Concentration of Density
To maximize transit ridership and reduce auto dependence, locate and concentrate the highest density of jobs, housing and mixed-use retail along the fixed guideway transit system, with the highest densities located at transit stops. Mid-rise office towers are to be located along the fixed-guideway transit system along Santa Teresa Boulevard northerly of the Central Commons in Planning Area I.

Policy P-2
Vertical Mixed-Use Building Types
To create an integrated living and working environment and to support the attraction, retention and increase intensity of employment, the Santa Teresa Boulevard Mixed-Use District is required to have vertical mixed-use buildings.

Urban Design

Building Height and Massing

Objective 0-1
Building heights and building massing are to be specified to shape a compact, urban skyline, ensure compatibility of scale between residential and workplace areas, and create a civic architectural presence along public parks, open space and the fixed guideway transit.

Policy P-1
Transition in Density and Building Heights

- **Residential**
Residential density and building heights shall transition from medium-high density, three-story building heights east and west of Planning Area I to a combination of medium-high density, high-density and mid-rise densities ranging from three to nine-stories along the Urban Canal Park and Central Commons to four to six-story mixed-use building types along Santa Teresa Boulevard.

Fixed Guideway Accessible Street and Block Pattern

Objective O-2
Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from the fixed guideway transit system, workplace and mixed-use retail areas.

Policy P-1
Maximum Block Size
To create a highly interconnected street network, the pattern of streets and intersections are required to shape development blocks no greater than three acres for workplace areas and no greater than two and a half acres for residential areas within Planning Area I.

Policy P-2
Maximum Block Length
To create a highly interconnected street network block lengths are required to be no greater than 500 feet in length.

Policy P-3
Alleys and Pedestrian Paths
For residential development blocks alley access and mid-block pedestrian paseos are required for blocks greater than 350 feet in length to increase pedestrian connectivity to the Central Commons, Urban Canal Park, mixed-use retail along Santa Teresa Boulevard and to workplace areas.

Policy P-4
Street Continuity
Flexible streets are required to align and connect to streets that extend to and from Planning Areas A, H, J, and L.

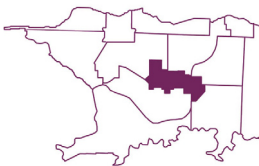
Orientation of Streets and Buildings to Views of the Central Commons and Urban Canal Park

Objective 0-3
Reinforce public views to the Central Commons and Urban Canal Park through the alignment and orientation of flexible streets and building frontages.

POLICIES

Planning Area I

Urban Form



Policy P-1

Terminal Vistas to the Urban Canal Park
Flexible streets intersecting streets along the edge of the Urban Canal Park are encouraged to have terminal vistas to the Urban Canal Park.

Policy P-2

Rectangular Street and Block Pattern

Flexible streets are required, to the extent feasible given topographic, land ownership and other constraints, to form a pattern of rectangular streets and development blocks that is parallel and perpendicular to Central Commons and Santa Teresa Boulevard. Flexible streets are encouraged, to the extent feasible, to have a 3:2 length-to-width ratio.

Curvilinear layouts shall be acceptable when designed to interconnect the street network along Coyote Valley Parkway and produce terminal vistas to parks and open space. Every effort shall be made to ensure that terminal vistas of streets end in open space, civic buildings or buildings of architectural interest.

Vibrant Streets and Public Spaces

Objective 0-4

Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent public space or street.

Policy P-1

Required Street Frontage Types

As specified, Planning Area I is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

1. Fixed Guideway Transit Oriented Mixed-Use along Santa Teresa Boulevard

To create an active, pedestrian environment at least 50 percent of the street frontage as active pedestrian uses such as retail, commercial or office street frontages with a direct orientation to the transit street. Parking is required to be located out of public view from Santa Teresa Boulevard and adjacent streets. Curb cuts are to be minimized, with no more than two per block face.

2. Central Commons, Urban Canal Park

Buildings located along the Central Commons and streets fronting the Central Commons are required to orient building facades to face the Central Commons, with entries and porches providing access to the adjacent open space. Frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street or Urban Canal. Parking is required to be located at the rear of lots away from public view.

3. Coyote Valley Parkway Frontages

· Workplace Frontage

To create opportunities for corporate identity along Coyote Valley Parkway, buildings can face the Parkway with a 25- foot landscape setback parallel to the Parkway right-of-way. Building entries are to be located on flexible streets accessed from Santa Teresa Boulevard.

· Residential Frontage

For sound attenuation and to create a visually attractive landscape edge along the Parkway, a landscape berm is required that does not have sound walls visible from the parkway. Alternatively, higher density residential development is required to have a minimum 20-foot landscape setback along Coyote Valley Parkway.

4. Four-Story Office

To create an urban workplace center, office buildings are to orient to public streets with facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

· At flexible streets buildings are to be located at the build-to line at the back of sidewalk.

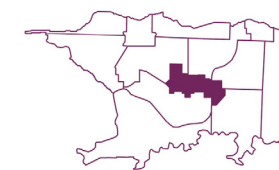
· At busy urban streets, buildings are to be setback fifteen feet.

Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

5. Four-Story Office across from Residential and Mixed-Use Building Types

To create a civic environment, office buildings across from residential and mixed-use building types are to orient to public streets with landscaping, facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

POLICIES



Planning Area I

Urban Form

Notes

- At flexible streets buildings are to be setback fifteen feet from the back of sidewalk to provide for a formal row of trees within the setback.
- At busy urban streets, buildings are to be setback fifteen feet.

6. Parking Garage Frontages

To create an urban environment, parking garages are to be oriented away from public view, with parking entries accessible and visible from the street. Architectural façade treatments are required for parking structures visible from public streets.

Landscape Edges and Transitions

Objective 0-5

Recall Agricultural Landscape Character of Coyote Valley

Recall the agricultural landscape character of Coyote Valley by pattern and species of plantings.

Policy P-1

Introduce Cross Valley Hedgerows Along the Central Commons

Central Commons and street tree plantings along the Central Commons Perimeter Streets are to be a tall, consistent, columnar species, planted in a continuous, tightly spaced pattern that creates a windbreak across the Valley floor in the east to west direction.

Objective 0-6

Landscape Character of the Urban Canal Park

The landscape character of the Urban Canal Park is to create a continuous landscape environment that changes in relationship to the adjacent to land use, density and open space character.

Policy P-1

Urban Canal Park Landscape Transect Zones

The Urban Canal Park shall have, at a minimum, three distinct landscape zones: 1) urban with emphasize on hardscape areas with canopy shade trees; 2) transitional which balances hardscape and softscape environments (lawns, shade trees, ground covers, edges); and 3) natural which is an informal, natural landscape environment, compatible with the native landscape character of Coyote Valley.

POLICIES

Notes